

**Established February, 1845.**

PRICE, \$2 PER MONTH.

## Shipping

**Steamers.**

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SYDNEY, MELBOURNE AND  
THE OTHER NEW ZEALAND PORTS,  
(without transhipment) *via* FOUCHOW.

The Steamship  
*Clungchow*,  
Captain Youngs, will be  
dispatched as above on  
THURSDAY, 31st July.

This Vessel has unusually good Cabin  
Accommodation, situated amidships, upon  
the upper deck.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 24, 1884. 1202

FOR BRISBANE, SYDNEY AND MEL

g, 6 July 1963

 T. M. INVER, Master, will be despatched as above on FRIDAY, the 1st August, at 4 p.m.

For Freight or Passage, apply to  
**ARNHOLD, KARBERG & Co.,**  
*Agents.*

Hongkong, July 24, 1884. 123

**FOR LONDON VIA SUEZ CANAL.**

The Steamship  
*Glenyon,*  
Capt. MACRINLAY, will be despatched as above on or about the 1st Proximo.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**

Hongkong, July 22, 1884. 121

PORTS, and to

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, July 10, 1884. 11

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FOR SINGAPORE, MAURITIUS, PORT  
NATAL, EAST LONDON, PORT  
ELIZABETH & CAPE TOWN.

The Steamship  
Kennett,  
Captain SANDERSON, will  
have quick despatch for  
the above Ports.

## UNION LINE

For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.**  
Hongkong, July 17, 1884. 11

**UNION LINE.**

**FOR YOKOHAMA AND HIOGO.**

The Steamship  
*Albion*,  
Captain BYRNE, due  
on or about 25th Inst., will  
have immediate despatch for the above  
Ports.

For Freight or Passage, apply to  
**RUSSELL & Co.**  
Hongkong, July 21, 1884. 12

**CASTLE LINE OF STEAMERS.**

**FOR YOKOHAMA AND HIOGO.**

The Steamship  
*Gordon Castle*,  
ROWELL, Command

Instant, will have

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, July 25, 1884. 12

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**Sailing Vessels.**

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**FOR SAN FRANCISCO.**  
The 3/3 L.L.I. British Ship  
*Homeward*,  
LANE, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, July 1, 1884. 10

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**FOR NEW YORK.**  
The 3/3 L.L.I. American Ship  
*St. Captain*,  
SEWELL, Master, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**WILLIAMS & Co.**  
Hongkong, July 1, 1884. 10

RIGHT, apply to  
RUS

Hongkong, July 9, 1884. 11

**FOR VICTORIA, BRITISH COLUMBIA**

The 3/3 L.1.1. American Bark  
*Wildwood*,  
SAWYER, Master, will load her  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**

Hongkong, July 9, 1884. 11



## For Sale.

**MacEwen, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMERCIAL),  
ARE NOW LANDING  
FROM AMERICA

**CALIFORNIA**  
CRACKER  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

TOPOCAN BUTTER.  
Eastern and Californian CHEESE.  
COPPEL, Bonclass.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb kegs.  
Boat Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 1 lb cans.  
"Foster's" SAUSAGE and Sausage  
MEAT.  
"Stuffed" PEPPERS.  
"Assorted" SOUPS.  
Richardson & Robinson's Colored Potted  
MEATS.

Lard, HAM.  
Lamb's TONGUES.  
Clam CHOWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCOTASH.  
Maple SYRUP.  
LOBSTERS.  
OYSTERS.  
HONEY.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. " "  
1,000 lb. " "  
1,200 lb. " "

## AGATE IRON WARE.

INSERTION RUBBER.

TOOK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.

DERINGERS.

PAINTS AND OILS.

TALLOW AND TAIL.

VARNISHES.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF

STO RES,

including:

ALMONDS and RAISINS.

PARSONS' PLUMS.

TESSON'S DESSERT FRUITS.

JORDON ALMONDS.

FINE YORK HAMS.

PICNIC TONGUES.

BRICKLTON TONGUES.

PATE DE FOIE GRAS.

Digby CHICKS.

Yamouth BLOATERS.

Kipped HERRINGS.

Herrings a la SARDINES.

DEER BACON in this

COCOATINA.

VAN HOUTEN'S COCOA.

EM'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

1885 GRAVES.

BREAKFAST CLARET.

SHERRIES & PORT.

SACONNE'S MANZANILLA & AMON-

TILLADO.

SACONNE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KIRWAN'S LI WHISKY.

ROYAL GLENDEE WHISKY.

BOON'S OLD WHISKY.

ROSE & J. BUREK'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOTLEY PRAT & CO'S VERMOUTH.

JAMESON'S WHISKY.

MARSA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOTTLED IN ORANGE

BITTERS.

&c., &c.

BASS'S ALE, bottled by CAMERON and

SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BUREK, pints and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogsheads.

SPECIALTY SELECTED

CIGARS.

Fine New Season's CONSHAW TEA, in

5 catty boxes.

BREAKFAST CONGOV @ 25 cents p. lb.

MIRRE'S PATENT FIRE-PROOF

BOXES, OASIS and PAPER

BOXES, at Manufacturer's Prices.

Hongkong, June 14, 1884.

## Notices to Consignees.

**STEAMSHIP NATAL.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNÉES OF Cargo per Steamship  
Gauge, from London, in con-  
nection with the above Steamer, are  
hereby informed that their Goods with  
the exception of Opium, Tea, and  
Valuables are being landed and stored at  
their risk at the Company's Godowns,  
whence delivery may be obtained imme-  
diately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees before 2 o'clock To-morrow (Wednes-  
day), requesting it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after Fri-  
day, the 1st August, at Noon, will be  
subject to rent and landing charges at 1  
cent per package per diem.

All Claims must be sent in to us before  
the 2nd August or they will not be recog-  
nized. No Fire Insurance has been effected.

I. MARTIN.

Acting Agent.

Hongkong, July 23, 1884.

1220

## Insurances.

## THE STRAITS INSURANCE COM-

PANY, LIMITED.

THE Undersigned having been appointed

AGENTS for the above Company are

prepared to GUARANTEE POLICIES on MARINE

RISKS to all parts of the World, at current

rates.

ARNHOLD, KARBURG & Co.

Hongkong, November 5, 1883.

865.

## THE LONDON ASSURANCE

COMPANY, LIMITED.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the Third,

A. D. 1720.

THE Undersigned having been appointed

AGENTS for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either

here, in London, or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates.

Life Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

436

## LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the risk of FIRE on

buildings or on goods stored therein, on

goods on board Vessels and on hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Lives up to £1000 on Single

Lives.

For Rates of Premiums, forms of pro-

posals or for other information, apply to

ARNHOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

100

## Insurances.

## NORTH BRITISH &amp; MERCANTILE

INSURANCE COMPANY.

THE Undersigned, Agents of this above

Company, are authorized to insure

against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

14

## NOTICE.

## QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 1

per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

038

## Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ALTAIR, British steamer, Capt. Wm.

Byrnes.—Russell & Co.

ANNA SHIREN, German barque, Captain

Paulsen.—Wilder & Co.

C. T. HOOR, British steamer, Captain W.

Jarvis.—T. Howard & Co.

DANUBE, British steamer, Captain J.

Newson.—Yuen Fat Hong.

EL CAPITAN, American ship, Capt. J. E.

Sorrell.—Captain.

HOLM, German barque, Capt.

W. W. WILSON.—British ship, Capt.

G. W. Stanton.—Captain.

GUY C. Goss, American barque, Capt. J.

Fryman.—Captain.

JANE MARIA, British barque, Capt. J. O.

Griffiths.—Wilder & Co.

MACDONALD, British ship, Captain J. F.

Hind.—P. & O. S. N. Co.

MADRAS, British steamer, Captain H.

Plong.—Order.

MATILDA, American ship, Captain J. G.

Mortimer.—Jardine, Matheson & Co.

MYANMAR, British schooner, Capt. Jas.

Vincent.—Turner & Co.

PANDORA, Austro-Hungarian str., Capt.

G. Sturli.—Malchers & Co.

SACRAMENTO, American barque, Captain

Wm. Evans.—Douglas Lafrank & Co.

WEST AUSTRALIAN, British barque, Capt.

James Thomas.—Gillman & Co.

WILLOW, American barque, Captain

Chas. A. Sawyer.—Malchers & Co.

WILHELM HOFMEYER, Ger. barque, Capt.

W. Holte.—Stanton & Co.

Wm. PHILLIPS, Amer. barquette, Capt.

John H. Potter.—Jardine, Matheson & Co.

To-day's Advertisements.

## UNION LINE.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PENANG

AND SINGAPORE.

THE British steamer *Albatross*, Captain

Stearns, having arrived from the above

Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading to

the Undersigned for countersignature, and

to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the

Steamer will be once landed and stored at

Consignees' risk and expense, and no

Fire Insurance will be effected.

Optional Cargo will be forwarded on to

Yokohama, unless notice to the contrary be

given before MONDAY, 28th Inst., at Noon.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 2nd August, or they will not be re-

cognized.

RUSSELL & Co.,

Agents.

Hongkong, July 26, 1884.

1240

## Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Leaving.

Bangkok, via Straits, Daube (s). J. Newton. Yuen Fat Hong. July 30, at 2 p.m.

Bombay, via Straits, Shira (s). P. & O. S. N. Co. August 1, at 3 p.m.

Brindley, Sydney, &c., John (s). T. M. Irvine. Arnold, Karberg & Co. August 1, at 4 p.m.

Cape Town, &c., via Singapore, Kismet (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

London, &c., via Suez Canal, Gages (s). W. B. Andrews. P. & O. S. N. Co. August 1, at 4 p.m.

Marseilles, &c., via Suez Canal, Gages (s). W. B. Andrews. P. & O. S. N. Co. August 1, at 4 p.m.

New York, &c., via Suez Canal, Gages (s). W. B. Andrews. P. & O. S. N. Co. August 1, at 4 p.m.

San Francisco, via Yokohama, City of Tokio (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

Shanghai, via Amoy, Lancia (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

Swatow, Amoy and Foochow, Nippon (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

Sydney and Melbourne, &c., Changchow (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

Sydney and Melbourne, &c., Tanandoo (s). J. Newton. Douglas Lafrank & Co. August 1, at 4 p.m.

Tientsin, &amp



ago. At the beginning of this week he began to experience peculiar sensations in the head, and three days ago he went to the Hospital. During his stay there, he appeared to be in a state of delirium, but was not violent. He died at 4.45 last night, and was buried this afternoon. Mr. Sorenson was a native of Denmark. He was apparently a strong healthy man previous to this sickness.

A RATHER startling supplement is published with the issue of the Paris *Figaro*, received by the last mail. It consists of four copies of drawings by Chinese artists of imaginary scenes in Tonquin during the recent campaign, with translations of the explanatory remarks attached to these artistic efforts by the native authors. Two of these four drawings are highly coloured. The *Figaro* introduces this novelty in the way of supplements with the following remarks: "This supplement is a faithful reproduction of four placards which have been profusely circulated in all the towns of China, with the object of making the people believe in the defeat of the French troops and the victories of the Black Flags. It is by means of such placards as these that the public opinion of the inhabitants of the Celestial Empire is formed."

We have received from the publishers in London, Messrs. Baillière, Tindall & Cox, of King William Street, Strand, a copy of a voluminous publication being an epitome of the reports of the medical officers to the Chinese Imperial Maritime Customs Service from 1871 to 1892. The compiler is Surgeon-General C. A. Gordon, author of 'China from a medical point of view' and other works of a similar nature. In addition to an epitome of the reports in question, the work also contains chapters of the history of medicine in China, epidemics, famines, and other subjects. It is a handsome printed volume, and is inscribed to Sir Robert Hart; K.C.M.G. We shall refer to its contents more fully on another occasion.

AN anecdote characteristic of Chinese 'braves' reaches us from Foochow. Not only have the Chinese begun to mount guns on the hills there, but they started to fortify a small island further down the river. After this work had made some progress, however, it suddenly occurred to them that if the place was held by the French and became untenable, there would be no means of escape for the garrison. 'Suppose we make a hole, what side can go?' became the anxious query, and as affairs were looking very critical at the time, with the French men-of-war within gun shot, away went the 'braves' and their officers from the island. Later on, however, it was decided to fortify a larger island, and the soldiers were busy constructing mud forts on it when our informant came down the river.

A most successful raid upon a gambling establishment was made by Inspector Grey and a party of police yesterday, at about 7 p.m., no less than twenty-four Celestials, cooks, coolies, boatmen &c., being arrested in *flagrante delicto*. The premises visited consisted of the top floor of No. 4 Gilman's Bazaar, and every precaution was taken to prevent the escape of any of the gamblers. Sergeant Butlin being dispatched up to the roof of the house and another European Sergeant being posted on a side staircase. Inspector Grey got round to the back of the house, and a desperate attempt was made by a number of the gamblers to escape this way, many of them jumping down to the ground on the top of Inspector and his party, a distance of some thirty feet. Three of the men received somewhat severe injuries in the fall, two of them having to be removed to hospital, one with a broken leg. On the roof of the house, Sergeant Butlin found an entrance to the gambling house, and as soon as he made his appearance the ladder communicating with the room below was withdrawn. He succeeded however in getting another ladder and entering the room, where he found fifteen of the prisoners. These he managed to detain until he obtained assistance and arrested them.

The premises were found to be fitted up as a regular fan-tan establishment, with all the usual appliances and gear, the approaches being defended by strongly constructed doors. Twenty-two of the prisoners were brought up before Mr. Wise this morning, the other two being in the Government Civil Hospital. The police pressed for the full penalty and Mr. Wise fined one of the defendants \$80, or two months' hard labour, and the remainder \$50, or three months, with the exception of one man who was recognised as having been up for gambling in April last. In his case, in default of paying up the \$50 fine, his term of imprisonment was to be six months instead of three. The case against the two men in hospital was necessarily remanded. Thirteen dollars out of the fines were to be paid to some members of the party of police whose clothes had been damaged in the scrimmage with the gamblers.

Mr. Labouchere, M.P., has written the following letter to Mr. Stuart Cumberland:—  
10, Queen Anne's-gate, June 13, 1894.  
Dear Mr. Cumberland,—You yesterday quoted in pointing out an article in this room which I had thought of. Your explanation of thought-reading—so-called—was very interesting. As I had always supposed it to be, it is the perception of a thought in

the mind of a subject by watching carefully its effect upon his muscles. In order to succeed, it is of course necessary for the operator to have trained himself to note these physical indications. I am glad that you are engaged in dispelling the nonsense which surrounded the experiments, and that you are proving that you can equal the mystic powers of the quack who have hitherto made money out of fools, whilst at the same time you are able to give a natural and reasonable explanation of what you perform.—Yours truly, H. Labouchere.

THE following eccentric advertisement appears in a house paper:—Englishman! Your Country is degraded—her prestige has vanished—her naval supremacy is gone. She cringes to every Foreign Power; isolated, the glory is departed, she is despised upon her knees. And why? Because she has abandoned her Protestantism. By the fatal Act of 'Roman Catholic Emancipation,' in 1829, the Protestant Constitution was overthrown, and Popery and Idolatry were placed upon the throne. Our God and our God's laws are now in the hands of the Pope, who is now dominant in Church and State, and with Popery has come, of necessity, profound national humiliation. There is but one remedy. Let us return to the God whom our fathers worshipped, let us re-establish our Protestantism, and all will be well. Let us have a new Constitution. Then England, once more bearing testimony to Bible truth, would recover her former position at a bound, and stand erect amongst the Nations, the dread and envy of them all.

WHEREAS women ought or ought not to be granted the suffrage is a matter on which there is much to be said on both sides. To assert that they have a right to it because men enjoy it is begging the entire question, for the simple reason that women are not men. Women's franchise would create a social revolution, and its advocates have first to show that any considerable number of women wish for it. My own impression is that the vast majority prefer to be engaged at the hearth to becoming electresses at the poll. Occasionally a woman has the intellect of a man, but, as in the case of Queen Elizabeth, her intelligence is usually marred by being united with the weaknesses of a woman. Amongst what Sir Henry James has irreverently styled the 'chickering sisterhood' there are many charming ladies; but the rule holds good, that most of them wish to be successful as men, because they are failures as women. Women, having votes, would naturally incline upon being eligible Parliamentary candidates. Now I suppose that it will be admitted that a lady would hardly be able to cumulate the functions of an M.P. with the obligations involved in bringing up a family. Political functions could then only be undertaken by women who are not blessed with babies. The result would be that Parliament would be composed of beings who would be—so to say—sexless. The men would be womanish and the women would be manish. Ultimately, woman's rights would gravitate into man's wrongs.—*Truth*.

A home paper, in describing Messrs Dent and Co.'s stall at the Health Exhibition, gives some interesting details regarding the manufacture of their celebrated gloves. It appears that more than half the trade in English-made gloves is now in the hands of this single firm, and to supply the requisite number for their gloves nearly five million kids and lambs are slaughtered annually. Most of these victims are French born, but some are Irish. Messrs Dent and Co.'s chief factory is at Worcester, but they have large factories also at Paris, Grenoble and Lyons. The kids pass through many processes, all of which are done by men, before it furnishes work for even one single woman. At last, after it has been unhaird, dressed, nourished, stalked, sorted in egg-shell—three million eggs a year are used in this work—dried, stained, stretched, pressed, and cut into shape, it is then punched. After this the woman's work begins. English work for strength and trustworthiness is superior to that of any country, but wages are 50 per cent. higher. To learn the art of punching is an apprenticeship of from two to four months is necessary, but to become proficient in it longer time is required. There are about four yards of very close sewing in an ordinary size, ten-button lady's glove, and the pieces for sewing gloves vary from 2s. 6d. to 6s. 6d. per dozen, according to the nature of the glove, and also whether the work is done by hand or by machine. Ten years ago it was all done by hand, but since then the machine has been steadily superseding hand-sewing, except for the best gloves which are still made entirely by hand.

In these days, when the roof sits lightly on our skulls, and things generally have what you might call an upward tendency—when Freedom, as the Irish bards say, is stirring uneasily in her sleep and will soon unhair our scapulars and fling the glory of their beards across the world; when the Great Beyond is within easy reach of the humblest individual—it is incumbent upon everyone to be wiser than his neighbours and use the best brands of dynamite. With a view to this, we have been lately up to our necks in the United Irishman of O'Donnovan Rossa. Anything more pathetically comic than the fulminations of this sanguinary sheet it is impossible to find anywhere about this planet. It keeps a constant whine about it, 'Resources of Civilization' contributions, wherein it says: 'When the Irish people will realise the great atrocity that can be knocked out of the enemy with trial "Resources" they may feel inclined to assist.' And an enthusiast, writing from Peoria (Ill.) says, 'Dan Driscoll told me that he would give 50 cents a month for the boys in green. He quit drinking, and he says that 50 cents will help poor old Ireland.' How far that for patriotism! Raglan and Tull and Kravitz very probably thought they were doing something big in that line, but which of them abandoned wives that his country might live! And Lady Fionnuala—whoever the fond fief she may be—writing from Wicklow, says: 'We've been wondering if you're not laughing these days at the great English thief and robber of weaker nations crying and whining like a whipped cur to America for protection.' Hark at Maurice Kennedy of Killybegh! 'I cannot keep still, so I will put something in the paper, and in five dollars, all for France.' Now, boys, is the time to be up with Gladstone as high as the tower of Babel.

We hear the yells of the hell-hounds now baying our American Government to stop the Fenians. I wonder why they did not hear the American Government when she had the rope around O'Donnell's neck. Now we have got her just as she had O'Donnell, with a rope around her neck! Now boys, pull; yes, pull her to hell! We haven't space for much of this fine Irish, but there is a joyful recognition of fire and explosives, that only want a ballad after each word of them to be absolutely Captain Quinlan. Listen! 'Mr. Editor, I send you some verse of the progress of the Fenian through the British dependencies. A fortnight ago,

Sunday, Trinity Church was fired and totally destroyed. Six buildings at Trinidad were destroyed by fire on Jan. 27. The loss is estimated at \$400,000. One life was lost. And, after chronicling whole columns of appalling calamities, this cheerful writer finishes: 'I enclose you \$1 for the Fund, and I cannot describe to you how your readers were delighted by the blue-up; and if there were about 1000 English men, women, and children, blown to hell at the time, some of us would be still more delighted. And at the bottom of this, Mr. Rossa tells you confidentially, as a friend, "keep away from the White Star line, and from the National line of steamers." Surely after this, America is the place where a man may say the thing he will with the chill off.—*Sidney Bulletin*.

#### ROW ON BOARD THE 'SOUTH AMERICAN.'

Yesterday afternoon a somewhat serious disturbance occurred on board the American ship *South American*, which arrived from Cardiff the evening before. The trouble seems to have arisen through the crew obtaining a too plentiful supply of liquor from a native bumbost. It is a great pity that this pernicious system of selling spirits from native craft to crews of European vessels cannot be effectually put down. It is sometimes productive of great harm. It would be highly beneficial if those who sold the liquor to the crew of the *South American* could be apprehended and made a shining example of.

The circumstances of the row are given in the following report of the proceedings which took place at the Harbour Master's office this morning. Captain Thomsett, R.N., presided as magistrate.

James Regan and Thomas Burns, seamen on board the *South American*, were charged with being drunk and disorderly, and with assaulting Captain Frank Fowler, master of the ship; and Thomas Ward, John Price and Charles Moeller, also seamen, were charged with being drunk and disorderly, on the 25th inst.

Captain Fowler said, yesterday evening, about 8 o'clock, I went on board the ship. While on the poop a man came to me and asked me about some clothes. I told him I knew nothing about the clothes. I saw first and second defendants walking aft, and suspecting they meant mischief I called to the steward to bring my revolver. These two rushed at me, knocked me down and kicked me several times. There was a police boat lying near, and I called P.C. 92, who came on board. I asked him to take first and second defendants out of the ship. After some difficulty they were removed. They abused the constable shamefully. The other defendants were drunk and creating a disturbance by looting and pulling him round about.

John Smith, second mate of the ship said:—Yesterday, after anchoring, defendants got liquor from a bumbost and got drunk. They were singing and quarrelling. The master came on board about 6 o'clock, when the 2nd, 3rd, 4th and 5th defendants asked for leave. They were ordered forward. Another man asked for leave, which was refused. This man abused the Captain and struck him. The master then asked the steward for his revolver. The man went forward. The 2nd defendant and the other man came aft. They abused the Captain, who told them to go forward. Second defendant then heated off and struck the Captain, knocking him down. He also took the revolver out of the Captain's hand. First defendant then came and interfered. I told him not to. He abused the Captain but did not strike him. He then went forward and came back. The defendants were given in charge. The man who first struck the Captain was not given in charge.

Vincent Phillipps, carpenter, also gave corroborative evidence. Second defendant spoke to the Captain, and the other man put his fist to the Captain's chin and said: 'God damn, I'll strike you.' The Captain then called for his revolver and put it in his pocket. The 1st, 3rd, 4th and 5th defendants were crowding round the Captain and dragging him about.

Charles Hadden, P.C. 92, said:—Yesterday about half past five, Inspector Haddon told me to go and alongside the *South American*. About 7.15 I heard a cry of 'police.' I went on board the *South American*, and saw the 1st, 2nd and 3rd defendants holding the Captain down. With some difficulty I separated them, and took them forward. The Captain asked me to take the five defendants into custody. I took them to the boat and then to the Station. The men went quietly enough. The first three were drunk; the other two were sober, and tried to get the 1st, 2nd and 3rd defendants away from the Captain.

Captain Fowler, recalled, said:—I did not order the absent man to be prosecuted, because he has been generally a well behaved man.

First defendant had nothing to say. He did not know what had happened. He got liquor out of boats alongside. Second defendant said he went to bring the absent man forward, and the Captain struck him. The Captain had abused them on the voyage. The other three defendants said they went aft to try and separate the men they saw quarrelling.

The 1st, 2nd and 3rd defendants were each fined 25, with the option of being imprisoned for 7 days with hard labour; the 4th and 5th were discharged.

#### The French at Foochow.

The following extracts from a private letter received here to-day from Foochow have been kindly supplied to us by a resident:—

Foochow, July 25th.

There have been some nice goings on since last I wrote, and little did you Hongkongites imagine what was up, as I see by your papers that several French men-of-war had passed through Victoria Harbour on their way to Taku—and one fine day they popped in here. There are five of them. I went down to the anchorage on Saturday night by the invitation of the Captain of H.B.M.S. *Merlin*. Starting after dinner and sleeping on board her—at least I tried to sleep, but the deck being of the finest teakwood proved too hard for my scantily covered bones, and I had therefore to be continually relieving guard all night and putting another home on duty. I dozed off towards morning but was rudely awakened by a big tom cat, who poised himself for a spring from off my legs to the top of the funnel—at least I suppose he intended getting up that height, judging from the tremendous kick off he took from poor me. Then the French scolded the morning *reville*; and a little later the *Merlin's* boatswain happened to wake up, so he sounded three bells and blew his whistle with great fury, which caused a head here and there to pop up out of a hammock.

The end of it all was that the crew got up and mended about the decks with scrubbing brushes and water, and I had to bust a retreat to the stern, trading on the Captain's little boy who was digging at his eyes with his knuckles. When the haze cleared off—no, I mean when my eyes were thoroughly opened—I peered round and found that combatants and non-combatants were all muddled up together, there being a little Chinese bumbost up stream of the Arsenal, then the *Merlin*, close astern of her a British brig; about 60 yards further down the Chinese corvette *Yung Woo* and a revenue cruiser, with the French gunboat *Aspic* abeam; an alphabetical boat (little better than a bumbost) the French ship *Velle*, with Admiral Courbet's flag at the fore; a little further on was the French gunboat *Lynx* putting over another unfortunate alphabetical boat—the whole lot being in a bunch within only the space of about 50 yards between each, so that had they opened fire they'd have blown each other out of the water and given the Arsenal, which was close by, and the English Consulate, perched on a hill about 150 feet high and only 300 yards away, a good dusting. Then almost round the corner of Pagoda island was moored the French cruiser *Duguay* *Trouin*, her great black hull, with a long snout to her bows, and tall straight masts giving her a formidable appearance. Close to her was the *Kwangtung* with a lot of treasure awaiting delivery, as the Banks up at Foochow were not anxious to increase their responsibilities as to trying a time. Further down was the *Gloucester* and a *barque*.

We fortified ourselves from the morning mist by a hot cup of chocolate, and, after a bath, Captain Brenton, his son and I put off in a sampan and went round the fleet to see how the land lay. By the way, I must mention that whilst I was below dressing, a man-of-war's boat came alongside and a French officer stepped on board for a chat with the captain, who, like all officials, was not over communicative about this morning call, but mentioned that the officer told him that the Admiral would give due notice before opening fire, omitting to mention how long after the notice was given before he would waste in. Well, we first had a look at the *Aspic*, a long low boat painted white, with a tall funnel having the usual pot lid fitted to it, 3 pole masts making aft, dunks cleared for action, guns with shields up in front, and Hotchkiss guns all handy on the bulwarks. The officers were all fusing around and the men making themselves very hot and dirty, a great contrast to the Chinese, who cleared for action by smartening up for breakfast, and looked like our chair coolies in their Sunday best. We looked up the *Pelle* next; she was very quiet, had awnings set and a Sunday garb; the next boat, the *Lynx*, looked a little 'rip' with her black skirts, cocky nose, barbers trained and shielded, staves in the tops for riflemen and long snake sticks. From her we went on to the *Duguay* *Trouin*, which is really a very fine cruiser, barring one great fault to an Englishman's eyes and that is her rudder post is too exposed, having a clipper stern, but perhaps she doesn't intend to show her heels to the foe. Another thing struck me—a thing I've noticed in all their big ships, and that is, rigging, dunks, guns, Hotchkiss guns, &c. They seem no more for swinging a good big 'D' around.

We didn't like to go too near her as they were busy fitting a spar torpedo to a very clumsy looking steam launch, which was protected by iron plates, from the bows to a little aft of the funnel. We next went to the *Kwangtung* to find out when she was leaving for Hongkong, and whilst on board her, heard the drums beat to quarters and a single sounded on board the *Duguay* *Trouin*, followed by a conch upon her decks, the sailors heaving, raising out the guns, dropping the iron bulwarks outwards with a heavy clang and buoying their cables so as to slip them at any moment. Captain Brenton thought matters looked serious and proposed our returning to the *Merlin*, especially as the torpedo

launch was fooling around (with a torpedo stick on the end of a long spar; we looked up the ships on our return; all the Frenchmen were quite ready to set to and I think the Chinamen were on the quiet as they were all on deck, and when passing the *Yung Woo* I caught them throwing a cover over a gun and then they hurriedly shoved a grating into the gunport.

I omitted to mention that all the combatants had steam up, both French and Chinese, and the French had lowered their boats to within three feet of the water, so that their gunners should have a clear view. The Frenchmen stood to their guns for fully two hours; I believe the slightest movement of any of the Chinese would have opened hostilities. After breakfast there was morning inspection on the *Merlin*, the men looking very smart and the officers very unhappy in their thick uniform coats, it being a boiling hot day with not a breath of air stirring, but there the French were still at it with awnings triced up.

We had morning service. I was much struck with the contrast between the peaceful array of men on board the English ship, singing a hymn to the accompaniment of a harmonium on the main deck, and those others smarting away at each other, longing to bark and bite, and I don't think I shall be far wrong in adding that on one side they were longing to scoot, had the mandarin on shore not promised to shorten each by a head if they dare do such a thing.

The Doctor of the Anchorage came off with a tin box to deposit for safe keeping, and he lent his boat for the Captain and I to go ashore and look up the Consulate. It was terribly hot, working up the lee side of a hill on a hot day; the Consulate felt deliciously cool after so hot a climb. We found Mr. Warren in good spirits but almost despondent, as all his domestics, barring the indispenables, viz. the cook and boy, had taken fright and fled with the rest of the shore people and sampan men during the night. They said they didn't mind the French, but a squad of Chinese soldiers—some fifteen hundred in all—had taken up their quarters on the rise at the back of the Arsenal were a little too much for them—it was time to go. The Chinese soldiers are terrible rascals; they bullied the people and impressed all their boats, omitting to pay anything for their use; why, in the early morning some men wanted to go on board the *Kwangtung* and the boatmen refused to take \$10 to row a few hundred yards. They said their mothers were calling them and, being dutiful sons, they were off. This was rather awkward for me, so I didn't see my way to getting home again, but later on I heard that Jardine's launch would go up as soon as she got the letters from an inward bound steamer, so my mind was eased down and I was able to enjoy a good dinner when we returned on board, although it was sizzling hot. Another Frenchman came in during the forenoon—the *Chateau* *Renaud*; she anchored in a handy spot for popping shells over the spur of a low hill down into the back windows of the Arsenal, also to have a slap at some earthworks thrown up during Saturday night on the said spur in close proximity to the Vice-Consulate.

The launch coming alongside shortly after five, I bade farewell to the good people of the *Merlin* and came up to town in company with the skipper and his wife of the newly arrived steamer, who said that the people at Hongkong knew nothing about the little game being played here. So enough my narrative of my trip to the scene of action.

July 22nd.

We were right in thinking that the French were all ready to open fire yesterday morning, and on Sunday night the Admiral, hearing some movement on board the Chinese ships, had the electric light turned on to them and immediately sent off a note informing them that if they dared to move they would be blown out of the water! Now that's the way to treat those buggers; steam in, before war is declared, put all their batteries and torpedoes—that is if they have posted any, and take charge of their headquarters, standing no nonsense.

It was a very near shave on Wednesday last when the *Hamelin*, on her way up river, stuck on a sand bank, her stern dropping at ebb tide, straining the ship so that she made 9 feet of water in two hours. She suddenly let out a lot of cable which dragged along some sixteen of her crew, injuring them badly; Dr. Underwood of the Anchorage went on board to place the Seamen's Hospital at their disposal, but his offer was declined with thanks as it was thought that the situation was too critical for any of the injured to be landed. The *Merlin* went to the *Hamelin's* assistance and towed her off. The next night, when the *Hamelin* was anchored off Pagoda, all the alphabetical gunboats ranged up alongside of her so clumsily that one of them ran slap into her. I suppose they wanted to see what was the matter, but it looked suspicious for a time. I hear that the *Hamelin* is so badly damaged she will proceed to Hongkong for repairs and then go on to Saigon to be broken up.

Of course all this happening almost within sight of this settlement—Pagoda being only 10 miles away—has caused us great uneasiness and upset business with the natives, who on Saturday cleared out of the city in crowds until stopped by the soldiers. All sorts of rumours fly round and everyone is as agog for the latest telegrams, which were all gloomy until yesterday, when we heard that affairs were

likely to be amicably settled. Another note had been received that the Chinese had four more days to decide in, so next Thursday, the 24th, will be a great day. As the *Merlin*, (22nd, *Merlin* is just up so we are O.K.) couldn't possibly get up to the settlement before Wednesday, there being too little water in the river, we felt a little alarmed about our position and consulted the English Consul as to the advisability of planning some means of getting away from the place, or resisting an attack if a mob rushed over the long bridge from the city. The Consul pook-pooked the matter, and said that if any steps were taken the Chinese would hear of it, and thinking we were panicking, would raise a riot and plunder the settlement. So the matter dropped, but many of us have thought differently and have seen that guns and revolvers are in order and that there is plenty of ammunition in the house. Our servants say that there will be a lot of thieves prowling around, so I have borrowed a revolver and we have got in a supply of shot to woe



